

BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA



Volume 10, Number 1

Jan/Feb/Mar 1999

EDITOR'S NOTEPAD

The Good and the Bad!

At last, I'm back on HF. Last summer I lost a vertical antenna to a strong wind. (In Boulder, Colorado, we have had winds over 120 MPH.) After consulting with local hams it was decided that I should go vertical again. We chose a Cushcraft R-7000 vertical, mainly because of its coverage of seven bands. Putting it together in the back yard was no problem, but finding a warm, calm day when my crew could all be there was not easy. A perfect Saturday popped up and we got to it. I'm lucky—I have BMHA members nearby ready to help. Stan Huntingt (KW7KW), John Einberger (NOMSA), David Perry (NOIBT), and Jim Turley (K10JB) did the heavy work—I had the easy part, I ran up and down the ladder delivering tools and supplies. The R-7000 was a beauty to behold, standing up there sturdily held by two sets of guy ropes. A couple of days later that antenna easily survived gusts of 70 MPH!a neighbor couldn't resist yelling up, "It looks like you achieved a successful erection!"

Alas. Ten days later disaster struck! A gust of over 100 MPH bent my new antenna in two. After a proper period of mourning, Dave Perry, NOIBT, and I climbed up and took it down. A week later, Dave and I were again up on the roof putting up a new antenna. But this time it's a rather simple wire antenna (a Barker & Williamson trap dipole), a type that's not likely to have a wind problem. But every time the wind blows I find myself running out in the back yard and gazing up to see if the B & W is still ok. I'm sure I'll relax after a while, but the good news is that I'm back on the air!

New Members Welcomed

Since the last edition of this newsletter we've gained 18 new members. This is much more than we usually pick up in the third quarter of the year. Two reasons accounted for this surge in membership: the BMHA classified ad in QST magazine, and efforts of our members in finding new prospects. Keep up the good work!

Just Received:

Hello Hartley,

Are you familiar with the National Bicycle Greenway project that Martin Krieg is leading? If not, check out www.bikeroute.com. They are planning a mass ride across the USA in the Summer of 2000. The reason I'm writing is to

see if there is any interest (or expertise) in the membership of BMHA in helping out on this ride. The thing that particularly caught my attention was the problem of coordinating groups starting from many different locations. Several years ago, I did a little work with the Automatic Position Reporting System software using 2 meter packet as part of an emergency services project.. This struck me as a great way to track the groups as they ride across the USA. If each group had a computer as well as the sending equipment, they could also monitor progress of the other groups.

Can you imagine a rider or two with each large groups sending in position reports automatically? I don't know if VHF using digipeaters would cover the major routes or if we would have to go to HF. If over half of are members have higher class licenses, I guess we would have the needed level of operators. I do not have HF packet experience so would like to hear from those who do.

I will be getting setup to do mobile APRS myself and look forward to the opportunity of helping on this big undertaking. I would also be willing to be a clearing house for other members to share information so please send email to me at hbueros@teleport.com.

---Hank Burroughs N7LVK

WEB SITES:

Check out this interesting website: www.cyberbike.com. It's mainly about bike touring, both on and off road. Edited by a very knowledgeable rider, an Englishman named, Geoff Husband who runs a bike touring and expedition business in France. The site has tests of products, new touring bikes, etc. a wealth of information about all kinds of cycling. Check out his discussion of on and off road bike touring routes by clicking on TRAILS, where you are invited to "Check out our constantly growing database of where to ride around the world." and then click on Germany—this will give you a good sample. Excellent info. In addition, check out the information about Using the Internet for Planning Your Bike Tour that's written by Norman Ford in the Jan 98 and April 98 issues of the BMHA Newsletter.

BMHA is no longer listed as a link on the RAGBRAI Home Page. But you can still find us if you click on Chris' Chain Links. These links are organizations that are personal favorites of our member Chris Charron, KOPE, who writes the webpage for RAGBRAI.

---Hartley Alley, NAOA, Editor

e-mail: hartleyal@aol.com

GEAR

Ham Bike Has HT, GPS, APRS, & Packet!

John Allen, AA1EP, must have sent my name in as a potential member. I met him during our Pequot Cyclists bike trip on Long Island, NY. I was using my HT to communicate with my wife (Nancy, N1QKY) in a SAG wagon, and John was quite helpful with repeater information.

I'm sure that John noticed me because of my rather strange bike-mobile outfit. At the time, with an accessory external antenna on top of my helmet (with preamp), I was testing my Garmin GPS II—a test that was not working out very well. With the antenna atop my helmet the performance of GPS* is greatly enhanced, but it also makes it vulnerable to RFI from my HT's transmissions. Whenever I transmitted, the display would lock up and I would have to remove the batteries to regain control. I was hoping to use this setup as part of my bike mobile APRS* equipment.

I have served as the "sweep vehicle" trailing the last runners (walkers, really) in local marathons. On the bike in a rack pack I carry all the APRS gear: KPC-3 TNC, Icom IC-2A HT, 30 watt amp and gel cells. The GPS unit, a Garmin 31, is designed for mast mounting, and does not have a display. The NMEA* standard position output goes directly to the TNC*, and is reformatted for retransmission in packet format. A mast arrangement for an end-fed half-wave antenna (windshield mount without the windshield, no ground plane required) and the GPS completes my APRS gear.

I use an HT* in a belt pack and a boom mike/headset for voice 2-meter FM communications back to the race control. The other side of the APRS system is several fixed-location computers with the software to plot my location (or any other unit) on a map of the race course using the received packet transmissions. The GPS II mounted on the handlebars and using its normal antenna does work okay, and I don't have to call control to know where I am, but it is more susceptible to poor satellite coverage due to the lower antenna position and body shielding.

I have also supported other public events as a bike mobile, but without the APRS gear. The equipment on the bike depends on the area covered by the event, and the coverage of the local repeaters. My simplest setup is just an HT in my jersey pocket with a speaker mike clipped to my collar. My "full up" arrangement has a half-wave antenna on a mast with a 30-watt amp and the HT shock-mounted to the frame.

I must confess that I am a cyclist first, and a ham second. I normally don't carry radio equipment when I am out for a ride. I did use a bike mobile rig to commute to work one year, listening to and participating in the usual ragchew sessions in the morning and evening. As a result put on about 15 pounds, since I did not ride with my usual intensity, and therefore burned a lot less calories.

I bet you never knew ham radio was fattening!

I swapped the radio gear for a heart rate monitor to keep me honest, and I am back to my racing weight. After that I did carry an HT in my panniers, but only for emergencies during

the daily commute. Now as a retiree, my commuting days are over.

Even though I am only an occasional bike mobile operator, I enjoy the challenge of assembling a bike-mounted system to suit various needs. I'd be happy to discuss any of my equipment with my fellow BMHA members. My E-mail address is: walzgw@aol.com

—Dave Reed, WA1ZWG

10 Surrey Lane

Niantic CT 06357

**Knowing that some of our readers are just getting started in hamming, I asked Dave to give short explanations of the main terms in the above article. His notes follow. —Ed.*

GPS — Global Positioning System. A system of 24 satellites developed and maintained by the U. S. Department of Defense to support worldwide navigation.

APRS — Automatic Position Reporting System. A system of hardware and software that allows radio amateurs to communicate by graphic means.

NMEA — National Marine Electronics Association. Refers to a digital interface standard that defines the "sentences" of positional data that are available as output from a variety of GPS receivers.

TNC — Terminal Node Control. A device that connects an FM transceiver to a terminal or computer, and with the appropriate software allows radio amateurs to communicate by screen and keyboard, i.e. packet radio.

HT — Handheld Transceiver, or Handie Talkie.

BMHA Net.....Now on 40

Freq: 7.042 khz (Up 3, if QRM)

Time: 0200 UTC

Date: Every Wednesday (Tuesday evening in the US.)

Have you tried the new 40 meter weekly informal BMHA net? After several months trial of the 40 meter frequency, we would like to encourage the use of this band for the BMHA net. The informal CW and QRP power, much like what we use on our bikes, appears to be a little more to the roots of BMHA.

For those who have or are using the BMHA 20 meter net frequency, feel free to continue to meet there, however we would like to encourage a move to the 40 meter frequency. (BMHA Net has met 1st and 3rd Sunday, at 14.253, at 2000 UTC and four hours later at 0000 UTC.)

Full details of the 40 meter net announcement is in the Jul/Aug/Sep 1998 Newsletter. Jim Varner, AB6N, will monitor and call CQ BMHA at regular intervals on 7042 khz at 0200 UTC for 45 minutes. I, Mike Nickolaus, NF0N, will call on those times when Jim is away from his QTH.

I would like to stress that this is not a formal cw net but rather it should be considered a "calling frequency", where you can meet other members. Although Jim and I may call CQ BMHA during the official time, we encourage anyone to meet on 7042 at any time. Bicycle mobiles are encouraged to use the frequency to call other BMHA'ers.

I hope to meet you on 40. Listen for my peanut whistle!

—Mike Nickolaus, NF0N

316 E. 32nd St.

South Sioux City, NE 68776

E-mail: menicko@avalon.net

TRAVEL

New Zealand by Bicycle!

For anyone who wants to take a bicycle tour in a foreign country, I can highly recommend New Zealand. My wife and I spent two wonderful months touring there in '97. The people are very friendly, they speak the same language. There are excellent and plentiful holiday parks for camping, magnificent and varied landscapes from oceans to rugged snow-capped mountains. And no visas are required for stays up to 3 months, and the currency exchange rates are in our favor.

New Zealand is composed of two main islands. The North Island is primarily urban—it's where the majority of the people live. The South Island is agricultural, with sheep, deer, and dairy farms.

Two Ways to Go:

There are two ways to bike New Zealand. One way, as we did, is to take all your camping gear (including tents, sleeping bags, air mattress, camp stove, cook gear, and a couple of changes of clothes). This allowed us to camp in some of the government campgrounds for \$2 to \$3 US, and in holiday parks that are located in most towns. The private campsites are \$4 to \$7 US per person per night and include hot showers, very clean toilet facilities, and use of kitchens with stoves, refrigerators, and sinks. We each had 4 panniers for carrying all our gear. This gave us the option to camp anywhere.

The second option is to take just sleeping bags and some clothes and stay at "backpackers" which are similar to hostels. You won't be bogged down with the extra weight and the backpackers provide you with a bed with a sheet and pillow, and cooking gear. This option is limiting because you have to plan your trip to towns that have backpackers and make reservations in advance. If you have limited time, and want to give New Zealand a try, this may be a good option for you. Both options allow you to meet other bicyclists from all over the world.

Food supplies can be purchased daily. Only in a few remote areas did we need to take 2 or 3 days of supplies. Bring 2 to 3 changes of light clothes. There are many thrift stores where you can purchase extra clothing items when needed and pitch them when you leave. Most towns have banks and current exchange rates. Compare banks because the rates vary enough that you can gain a few extra bucks. Traveler's checks have a better exchange rate than the old greenback. Get a youth hostel card. You can get discounts up to 50% with this card. The greatest bargain in the world!

Our Route:

My wife and I spent 8 weeks on our tour—December and January, which is summer in the Southern Hemisphere. On the South Island we started in Christchurch and biked our way south to Invercargill, then up the West Coast to Westport, and finally to Picton to catch the inter-island ferry to Wellington at the southern end of the North Island. If you are not used to bicycle touring, Christchurch is a great place to start because it is easy going for a few days and allows you to acclimate.



North and South Islands are both about 500 miles long. South Island offers the best bike touring.

Bike defensively! All roads are narrow with 2 lanes and the speed limit is 100K (60 MPH). We took country roads and stayed off the main roads. A great way to see the real New Zealand and some of the 40,000,000 sheep!

We spent only 2 weeks on the North Island. Biking the North Island is harder because of the increased traffic. We got around by using the train and busses between towns and our bikes around town. Both islands have good train and bus service, and are used to transporting bikes. Our time was spent primarily in the volcanic area of Rotorua and the Bay of Islands in the north.

Bikes Fly for Free:

Air New Zealand transported our bikes free if we kept within the weight limits. We packed most of our camping gear in with the bikes and took a couple of carry-ons. Carry a roll of packaging tape in the carry-on to patch that bike box along the way!

Don't forget your HT. New Zealand has a network of repeaters on both islands. Best to use AA batteries which can be purchased anywhere. Electrical systems are 200V at 50 cycles. Also consider taking a HF QRP rig. With the upcoming sunspot cycle, there are many exotic DX contacts to be made. If you have questions, send me an E-mail. I'll be happy to help you. Good luck and happy touring!

—Chuck Schroth, WL7CSJ

Box 3

Gustavus, Alaska 99826

E-mail: puffin@compuserve.com

HOME BREW

CW Key for Use on Your Bike

I've operated HF CW bicycle-mobile occasionally for several years, but never had quite figured out a good place for the key. I could send OK, but my hand would quickly tire since I have to simultaneously grip the handlebars and send the code, my hand was stretched out uncomfortably. Recently I tried a new position for the key and it works the best of all that I've tried so far.

Key Details:

The key is made from double-sided circuit board material about 1.5 by .5 inches with brass shim stock soldered to both sides (for the dot and dash switches) and appropriate cuts made on the copper cladding.

The shim stock is bent ever so slightly out so that it doesn't short circuit unless the shim stock is depressed against the circuit board. The switch is extremely sensitive; in fact strong winds were keying it so I had to bend the shim stock out a little more! I disassembled the Grip Shift SRT400-32 front changer and cut a groove in it internally which the circuit board is jammed into.



Photo 1. Being a lefty, I send with my left hand. Key is barely visible, between thumb and finger.

The key is positioned such that I don't accidentally bump it while shifting, but can still key while gripping onto the shifter and handlebars. I made the key as narrow as possible to minimize the difference between the hand position used while sending code and my normal grip on the handlebar. The shifter is rotated on the handlebars so that the key is closest to where the thumb and index finger are if those fingers are not gripping the bar. (See photo 1)

Radio Details:

I'm using a Mizuho MX-14S modified with a 15W amplifier installed where the batteries were originally. (The Mizuho is a SSB/CW 20m handy-talky.) I have it mounted to the handlebar stem with cable ties. I cut up an old inner tube and placed about four layers of that between the stem and the radio for shock absorption. On the bottom of the stem I have strapped a home-brew electronic memory keyer.

I don't use an external speaker or headphones presently. I have used a boom-speaker mike in the past with success, but I don't like the wire flopping around.



Photo 2.

For power, I'm using eleven 4400 mA-Hr NiCd batteries in an aluminum box strapped to a rear rack. (See photo 2) The rack has a flat piece of metal on the top and I have drilled a hole and put an antenna mount there. I'm using a commercially-made center-loaded fiberglass whip antenna (about seven feet long). The battery pack is over-kill, but I already had it laying around (I use it for powering a 20W headlight normally). Cable ties attach the wires to the bike frame.

Results:

The sunspots are coming back! I worked ES1WN (Estonia) shortly after trying out this key and got a signal report of RST 569. That's the first DX I've contacted bicycle mobile in three and a half years!

The bad part of this setup is it's not at all waterproof, so I have to examine the weather forecast carefully, or when the raindrops start falling I'll wind up having to cut all the cable ties holding the radio and keyer to the stem and jam the equipment into a pocket. Also, water gets between the circuit board copper and the brass shim stock and keys the keyer. I also occasionally have problems with the switch contacts getting too close after some use, and keying by itself. I just stop briefly and bend the shim stock out again if that happens. I'll try some thicker shim stock on the next incarnation of the key.

I'm able to send fairly good code even on moderately bumpy gravel roads and yet have a safe and comfortable grip on the handlebars with my hand close to the brake lever. Only my thumb and index finger are in a different position than normal, and they do not tire as quickly as other spots I've tried to mount a key. Now I only wish I was coordinated enough to actually shift the rear derailleur and send code at the same time. I always send extra dots or dashes with the other hand if I try! If you'd like more info, don't hesitate to contact me. My E-mail address is: rjd@merit.edu

---Russell J Dwarshuis

427 Barber Ave.

Ann Arbor, MI 48103-2721

NEW MEMBERS

We're pleased to add these names to our membership list:

Richard Baldy, 25 Oak Drive, Chico CA 95926
John Beaton, K7TY, 8610 Miller Hill Rd, Aloha OR 97007
Bev Beehler, KC0ELS, 6633 Moore St, Arvada CO 80004
Bob Beehler, KC0ELT,
Curt W Black, WR5J, POB 117, Seattle WA 98111
Al Cooley, N0AUS, 6199 S Broadway, Littleton CO 80121

William A French, W1JLK, 3208 Mayfair Av, Sebring FL 33872
Buck Giffin, N3ORK, 29907 Richard Cir, Mechanicsville MD 20659
Joseph A Kurtz, W2JAK, POB 1140, Erie CO 80516
George J Mortimer, N7NLN, 3200 W Champagne, Tucson AZ 85745
Chris Mundling, WB5IKO, 5400 Royal Dr NE, Albuquerque, NM 87111
Ann Orrell, VE3OAN, 115 Delroy, Etobicoke ON, M8Y 1N5, Canada

Jim Sharp, W5AP, 6602 Emerald Dr, Colleyville TX 76034
Niel Skousen, WA7SSA, 2551 N 35th W, Idaho Falls ID 83402
Michael W Smith, KC8DKK, 2965 Reservoir Dr, Mogadore, OH 44260
Richard J Tighe, W9RJT, 410 Burlington, Clarendon Hills IL 60514
Johnny Wallace, KC5NMG, 6207 Stable Trail, San Antonio TX 78249
Barb Wooldridge, KC8KYP, 860 Palmer Rd, Columbus OH 43212

*With traditional ham friendliness, make contact
with these new members, welcome them to BMHA,
and help them with any problems they might have.*

REMINDERS

Back Issues Still Available

The 33 back issues of this newsletter are a treasure trove of information about the sport of combining biking with ham radio—information that is hardly ever available any where else. For instance, there are 17 articles on antennas that you could use on your bike, 24 writings on bike trips that our members have taken, and numerous articles on bike/ham gear and how to set up your bike for ham radio.

You may purchase any of the 33 back issues of the BMHA NewsLetter for \$1.50 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306-4009, and ask for the Index of Back Issues. This service available to members only.

If you tell us your bike tour plans we'll publish them in the NewsLetter and help make it possible for you to meet fellow BMHAers in person or on radio as you pedal along. Just send in your route and the dates.

For Sale

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it on these pages. Limit of 20 words, plus your name, address, phone. For members only.

Here's a quick, slick way to tell potential members about BMHA: have them connect with our website at:
<http://www.ragbrai.org/bmha/bmha.html>.

BMHA NEWSLETTER

Editor: Hartley Alley, NA0A

Associate Editor: Skip LaFetra, AA6WK

Assistant Editor: Bil Paul, KD6JUI

Design: Jean Alley, N0EOX

Board of Advisors:

Russell Dwarshuis, KB8U Len Koppl, KD0RC

Mike Nickolaus, NF0N Bob Pulhuj, KE8ZJ

Chairman and Founder: Hartley Alley, NA0A

BMHA NEWSLETTER, a quarterly publication of the Bicycle Mobile Hams of America — Jan, Apr, July, Oct.

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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to the combining of bicycling with amateur radio.

The BMHA is affiliated with Adventure Cycling Assoc., League of American Bicyclists, and Worldradio.

Phone: 303-494-6559 E-mail: hartleyal@aol.com

BICYCLE MOBILE HAMS OF AMERICA (BMHA)

Box 4009, Boulder, CO 80306-4009

Web site: www.ragbrai.org/bmha/bmha.html

ABOUT BMHA

For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a 'Stray' in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile", signed by Hartley Alley, NA0A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our eight subsequent forums have drawn increasingly larger audiences, and now BMHA is firmly established as a 'regular' at this world-renowned event.

This is the thirty fourth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 18 new members. The total membership now stands at 464, with members in 46 states, and six countries. BMHA is affiliated with Adventure Cycling Association, the League of American Bicyclists (LAB), and Worldradio.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory and E-mail address list, our HF net on 40 meters, annual meeting and Forum at the Dayton HamVention and other regional meetings, and of course through the BMHA NewsLetter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on next to last page.

ANTENNAS

Varner's "Coaxial Antenna" Easy to Build

Here is a simple, rugged 2-meter antenna that needs no ground plane and can be used almost anywhere. It is an ideal antenna for bicycles, fiberglass boats, and emergency communications. I have seen this antenna called by several names, but I like to call it a "coaxial antenna". It can be built in an hour.

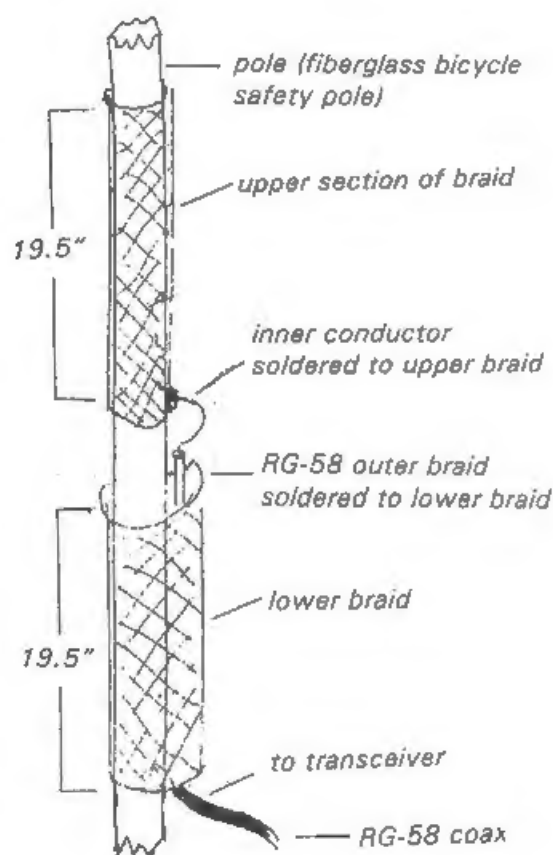


The Coaxial Antenna looks neat on your bike, sends your signal out from seven feet above the ground.

The antenna is mounted on a fiberglass bicycle safety flagpole, which can be purchased at Wal-mart or K-Mart for five bucks. The pole, 6 feet long, attaches to your bike at the rear axle, is flexible and allows the antenna to be mounted almost anywhere along its length, though of course the higher on the pole the better.

1. To construct the antenna remove the braid from some RG-8 coax. You will need two sections of braid, 20 to 24 inches each, one for the upper half of the antenna and one for the lower half.
2. Slide one of the sections over the top of the fiberglass pole. Then work a piece of RG-58 coax under this section of braid, starting at the bottom and working it up so that it just barely clears the top of the section. (RG-174 could be used if you can tolerate the losses in this coax.) The RG-58 will be your feed line to the transceiver. Tape the upper and lower ends of the section to hold the braid and coax in place temporarily.
3. Now slip the other braided section over the pole to within an inch or less of the lower braid. Don't let them touch. Now temporarily tape this section in place.

4. Now solder the inner conductor of the RG-58 to the upper section of braid. Then solder the shield of the RG-58 to the lower section. Remember, the two sections must not touch each other.



5. Pull the braid of the lower and upper sections tight and tape firmly in place. At the same time measure and trim the length of the upper and lower braid so that they are each 19.5 inches long. If you have access to an antenna analyzer use it to be sure the antenna is resonant to your desired frequency. If you don't have an antenna analyzer don't worry about it, as the dimensions given will be close enough to the 2-meter band.

6. Once your antenna is working satisfactory, place heat shrink tubing over the braid and heat to tighten and hold everything in place.

I have had very good results with this antenna and it has taken a lot of abuse. In an emergency you can take the antenna off the bike—holding the HT in one hand and the antenna in the other, you can raise the top of the antenna to over 12 feet. In rough terrain, the extra height could get your signal out.

After you've made it and used it, send me an E-mail. I'd like to have your comments.

—Jim Varner, AE6N, E-mail: ae6n@ctaz.com
2771 Barite Dr.
Lake Havasu City, AZ 86404

ADVENTURE

A Fantasy Comes True

My younger brother (he's 55 and I'm 65) fantasized that once we got back on the Bikecentennial route our chances of meeting cross-country female cyclists would increase. We were beginning our third year's (two weeks each summer) ride across the country, and this year were following the Great River North Bicycle Route from Fargo, ND to Muscatine, IA.

I remember it was early afternoon, and we were five or six days into our tour when we looked up ahead and there by the side of the road were two female touring cyclists motioning for us to stop. The strange thing was that while they were obviously touring, one was on a cell phone, and they weren't carrying any gear. In contrast, we were self-contained, and carrying the usual 40-plus or minus pounds. As we approached, we quickly sized up our good fortune. They were both very physically fit. One was in her early twenties and the other (on the cell phone) was older and very attractive with her hair in a long pigtail.

After introducing ourselves and determining that we were following the same route, my brother--wishing to score some points--observed that the younger cyclist's chain was shiny clean and therefore obviously dry. He took charge of the situation, and *just-that-quick* he used his spray oil to lubricate her chain. It turned out that her chain, in contrast to ours, was pristine because she had a special way of caring for it. Needless to say, we were not off to a good start.

As we set off down the road, a pattern immediately developed: my brother and Pam (the older attractive lady) paired off and set the pace. The younger lady (Moe for Maureen) dropped back to ride with me. It was all I could do to keep up with Moe, as my brother and Pam distanced themselves. To conserve my energy, I let Moe do the talking and soon learned that she was an internationally competitive off-road cyclist from Ireland, and was taking a cross-country tour of the U.S. before retiring from racing. No wonder I couldn't keep up! She soon grew tired of my pace and took off to catch the others and I lost sight of them. Soon thereafter the route left the river valley and began a long and steady climb, which seemed to go on forever. I found myself laughing out loud as I ground uphill in

my lowest gear, and tried to envision my brother probably blowing out both knees on that same hill trying to be macho and keep up with Pam and Moe on his loaded bicycle.

It was hours later that I came across my exhausted brother out in the middle of nowhere where he had been "dropped" by Pam and Moe. I couldn't wait to hear the rest of the story. It turned out that Pam was celebrating her 50th birthday by riding across the country. Her husband had arranged for his mother to accompany her in their motorhome, carry her gear, and stay in touch by cell phone. Moe had temporarily teamed up with Pam, because earlier she had to dump the guy who had talked her into taking a cross-country ride--because, she said, "he was too narky".

Pam said she was keeping a journal and was going to write about her trip. I wonder if my brother and I will even be mentioned. And so goes another fantasy!

---Lee Cooper
3706 Gull Way
Fort Collins CO 80525

(Here's a note from Assistance Editor Skip LaFetra:)

As I was editing this story for the newsletter, it brought back memories of my own adolescent days. In late high school (long before my ham-radio days), I decided to ride a century "for time". I didn't pick a good one, as (although it was fairly flat) it had a 7-mile stretch of gravel road, traveled in both directions! About 20 miles into the ride, I caught up to a young lady riding a beautiful Mondia bike (I remember the bike but not the face--so much for taste!).

Despite my best macho efforts, I simply couldn't drop the girl, although I was really cranking it. Closing up the ride--now at about the 95-mile mark--I found out that she was the current California women's road-racing champion, out for a Sunday ride. So much for my ego. But this was the first time I completed a century in less than 6 hours--and also the last!

---Your (slower and definitely wiser) Assistant Newsletter Editor, Skip AA6WK.]

Membership Application

MemAPPL3.wps 6/16/93 1/100 /dlsc /po /newmem /pec /tape /news /Q's /root /rvc /err

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Box 4009, Boulder, CO 80306

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Family \$15 _____ Foreign \$15 _____ Donation \$ _____
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name _____ Call _____

Address _____ License Class _____

City _____ State _____ Zip _____

Age _____ Most miles bicycled in one day _____

BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

BICYCLE MOBILE



HAMS OF AMERICA

BMHA NEWSLETTER

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First Class Mail

COMMENTS

....Bad news, I crashed on my touring bike doing about 25 mph. Needless to say, I am really sore, but thank God that my helmet did what it was designed to do. I vividly remember my head slamming down on the pavement. I now need a new helmet. The bike was messed up a little, but I got it all restored. We will probably ride tomorrow, so you can see the damage to me wasn't too bad.

---Jim Varner, AE6N, Lake Havasu City, AZ.

(From Jackie's Questionnaire, when asked "Most exciting adventure or misfortune while cycling?") We had a mis-adventure when I was trying to maintain walkie-talkie (we're not yet hams) contact with my riding partner. We both had small voice-activated walkie-talkies that are advertised to have a range of 1/4 to 1/2 a mile. My partner was just ahead of me in full view, going around an open canyon road that curved to the right. Neither of us could talk to the other about the beautiful view. How I would have loved to have a ham radio at that time! That episode caused me to really concentrate on passing the novice and tech exams, which I'll be taking soon. I'm ready.

---Jackie Dauster, Bullhead City, AZ

....I first met Hartley Alley in '68 on a Columbus, OH, AYH Kelley's Island Rally. Later I saw him on TOSRV,

which I rode every year '68 thru '89. I'm a biker no.1 and a ham no.2. I have reservations about operating a radio while in motion although I did it on an Across Ohio bike tour. Back in the 80's I rode US Coast to Coast, and for a special treat I did an International Bicycle Touring Society tour of Alsace-Lorraine---a wonderful tour led by the famous Dr. Clifford Graves. I'm still very active on the bike---this past September I rode from Sebring FL to Philadelphia, following the Adventure Cycling East Coast Trail. 1795 miles in four weeks. I went solo, camping 18 nights, motels 9 nights, and son's house one night. I'm looking for ideas for antennas, bike mountings, and power sources.

----Bill French, W1JLK, Sebring, FL

....Several years before I became a ham, I was an avid bicyclist---some racing, but mostly touring. After I retired four years ago I became interested in Ham radio, and enjoy it very much. I have seen several stories about using 2-meters while cycling and have thought it might be fun, but have never done anything about it. I would like to change that this year and would appreciate any help I can get. I read Skip (AA6WK) LaFetra's in the April issue of CQ VHF with great interest. It is because of that article I'm joining BMHA. I'm looking forward to receiving the newsletter and any other additional information that will help me get started with using 2-meters from my bike.

---Larry White, KC7KDZ, Lincoln NE